



MOTOR CARRIER NEWS

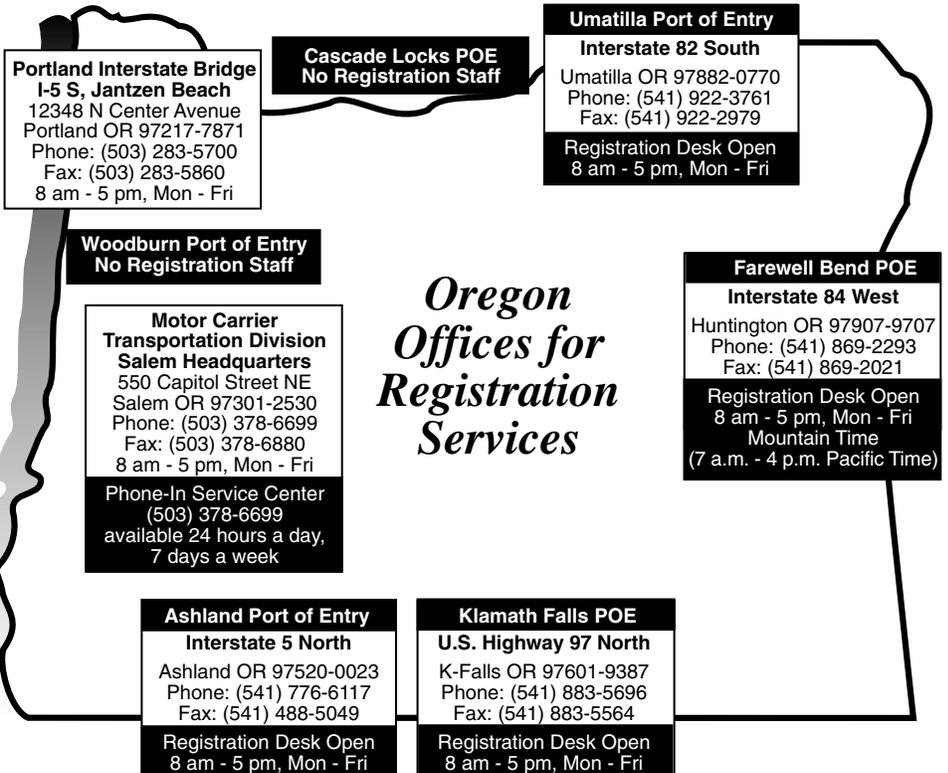
Quarterly Newsletter of the Oregon Department of Transportation • Motor Carrier Transportation Division • September 2002

Registration offices close at Woodburn and Cascade Locks

In a move estimated to save about \$400,000 in staffing costs per year, the Motor Carrier Transportation Division (MCTD) has closed the Registration Offices at the Woodburn Port of Entry on southbound Interstate 5 and the Cascade Locks Port of Entry on eastbound Interstate 84. The closures took effect on August 1, 2002.

The Woodburn and Cascade Locks weigh stations will continue to follow normal schedules for checking truck size and weight and they'll continue to run their Green Light weigh station preclearance systems.

Oregon registration and permits services are now available from 8 a.m. to 5 p.m. on weekdays at the Ports of Entry at Ashland, Klamath Falls, Farewell Bend, and Umatilla, at the Portland Bridge Jantzen Beach office, and at the MCTD Salem Headquarters. (Farewell Bend is in the Mountain Time zone, however,



Temporary Passes Issued in 2001 and Weight-Mile Taxes Paid Thru Passes

In Oregon, one critical field office function is the issuance of temporary passes to carriers operating in the state for short periods of time. A pass allows a carrier to declare an operating weight and pay highway-use taxes in advance for the miles traveled in Oregon.

	Temp Passes	Weight-Mile Taxes Paid
Farewell Bend POE	32,933	\$ 957,922
Salem Headquarters	28,780	\$ 328,848
Klamath Falls POE	19,673	\$ 233,579
Ashland POE	17,575	\$ 315,424
Umatilla POE	12,821	\$ 201,336
Cascade Locks POE	10,221	\$ 137,888
Portland Bridge Office	8,134	\$ 112,104
Woodburn POE	6,239	\$ 78,996
Totals	136,376	\$2,366,097

where 8 a.m. to 5 p.m. Mountain Time is 7 a.m. to 4 p.m. Pacific Time.) Truckers can also call 503-378-6699 at any hour or day of the week for limited registration service by phone from a Credentials Service Center in Salem. MCTD moved this 24/7 Service Center from the Farewell Bend Port of Entry to Salem on July 1.

According to MCTD Deputy Director Gregg Dal Ponte, the office closures, relocation of the Service Center, and recent adjustment of field office hours of operation are parts of a plan to maintain a flat budget for the 2003-2005 biennium. "Every Division at the Oregon Department of Transportation is

making adjustments to keep budgets flat in spite of inflation and worker cost of living increases in the next two years," Dal Ponte said.

"We closed the Woodburn and Cascade Locks offices because historically they have a relatively low demand for service."

The office closures result in the elimination of six positions, but no employees are being laid off. Staff affected by the closures have been reassigned to open jobs in Salem and Portland.

Carriers are expected to plan ahead before coming to Oregon. Drivers entering the state without credentials are subject to citation and a \$295 fine. Trucking companies operating in Oregon while suspended are also subject to citation and fine.

Registration & tax credentials renewal process underway

It's that time again. Beginning in September every year, the Motor Carrier Transportation Division (MCTD) contacts all trucking companies operating in Oregon to begin the process of either renewing registration or tax credentials for next year.

Renewal packets have been sent to 8,518 Oregon companies that have registered 51,717 trucks, and 15,941 companies based in other states and Canada that have permanent tax credentials for 257,523 trucks. Over the next few months they'll tell MCTD if they're going to renew existing trucks, add trucks, or cancel trucks that will not operate in Oregon in 2003. Here are the top five ways to ensure a trouble-free renewal process:

5. Carefully read instructions.

There have been some minor changes to the renewal process for 2003. Complete the paperwork correctly the first time and new credentials can be returned in a timely manner. Submit something incomplete or incorrect and MCTD may have to simply return the documents, resulting in substantial delay in issuing credentials.

4. Oregon-based carriers must submit HVUT forms. In order to renew registration for an Oregon-based truck with a taxable gross weight of 55,000 pounds or more, carriers must attach a copy of their Heavy Vehicle Use Tax (HVUT) form — Schedule 1 IRS Form 2290, or Schedule 1 Form 2290EZ for those with just one truck. Out-of-state carriers renewing tax credentials are not required to submit the HVUT form.

3. Oregon carriers must show the name of their drug and alcohol testing consortium, if applicable. A drug and alcohol testing program is not optional. Carriers who don't have

their own program must use a consortium — a private company that is approved to provide or coordinate testing services. Yet some carriers are not completing this portion of the Drug and Alcohol Testing Program certification form. Don't leave it blank. That can result in renewal paperwork being returned as incomplete.

2. Meet the deadline.

All carriers need to complete their renewal paperwork and return it by the October deadline noted in the instructions. This is especially important for Oregon-based carriers. If they respond by the deadline and indicate which trucks will be registered next year, MCTD has enough time to send billings, receive payment, and return new stickers and credentials for each Commercial- or Apportioned-plated truck by January 1, 2003.

1. Don't expect a grace period for renewing Commercial or Apportioned plates.

Miss the October deadline for returning renewal paperwork and carriers run the risk of not getting new credentials by the first of next year. There is an enforcement grace period for those who complete the process by December 31, but there is NO GRACE PERIOD for renewals NOT PAID by December 31. Beginning January 1, 2003, any carrier who hasn't submitted renewal

forms with payment, and continues to operate in Oregon, is in violation of the law and subject to citation or monetary penalties in a civil complaint action.

Oregon-based carriers renew two kinds of plates



A total of 6,253 Oregon carriers have 18,870 trucks displaying a Commercial plate. The plate is issued to trucks that generally don't operate in another state. The registration renewal process starts when the carriers get a list of their Commercial-plated trucks and edit it to add or delete trucks for 2003. MCTD then calculates what's owed and sends a billing to the carrier. Upon payment, MCTD issues new 2003 stickers for each plate, and a new Cab Card and Weight Receipt for each truck.



A total of 5,215 Oregon carriers have 32,847 trucks displaying Apportioned plates so they can operate in other states and Canadian provinces under the International Registration Plan. The renewal process starts when the carriers get a list of truck fleets with Apportioned plates and edit it to add or delete trucks for 2003. They report the miles their fleet(s) operated in Oregon and other states and provinces from July 1, 2001 thru June 30, 2002. MCTD then calculates the registration fees owed to each jurisdiction and sends a billing to the carrier. Upon payment, MCTD issues new 2003 stickers for each plate, and a new Cab Card and Weight Receipt for each truck. MCTD then distributes registration fees to each jurisdiction on the carrier's behalf.

Get truck registration-related forms at the MCTD Web site —

www.odot.state.or.us/trucking
www.odot.state.or.us/trucking/regis/forms.htm

Auditors study Oregon size and weight enforcement strategies

News in the March 4, 2002, issue of Transport Topics may have surprised some truckers who travel in Oregon on a regular basis.

A short article reported that “an audit of the Motor Carrier Transportation Division and its weight enforcement program concluded that the state Department of Transportation is making it easy for overweight trucks to roll in and out of the state.”

The news may have come as a surprise to truckers familiar with the fact that Oregon has a reputation for aggressive size and weight enforcement. Oregon certainly has far more weigh stations than most states, with its 81 permanent stations, six Ports of Entry, and dozens of portable scale sites for checking trucks. In 2001, the state weighed 2,462,173 trucks on static scales. Another 892,477 trucks were weighed in-motion at highway speed, electronically screened, and signaled to pass a weigh station by the Green Light preclearance system. And that doesn't even count hundreds of thousands of empty trucks that were sorted and sent on their way by the 97 enforcement officers currently working for the Motor Carrier Transportation Division (MCTD).

So how could an audit conclude that Oregon is making it easy for overweight trucks to roll in and out of the state?

According to Field Services Manager Ed Scrivner, when auditors from the Secretary of State's office studied enforcement strategies they found that most truck weighings occurred on Oregon interstate highways where compliance is highest.

“The auditors noticed there was a higher ratio of weight citations to trucks weighed on secondary highways so they recommended that we spend less time at Ports of Entry and more time on secondary roads,” Scrivner said. “They also thought we should check more trucks headed out of the state by opening scales located on outbound interstate lanes.”

The auditors estimated that with better enforcement Oregon could save \$3 million to \$15 million a year in road and bridge damage.

“Historically, our weigh station operators have spent 57% of their time at interstate scales and 43% at scales on secondary roads,” Scrivner said. “That kind of deployment strategy is arguably justified by the fact that in Oregon 57% of all truck miles are traveled on the interstates, although interstates account for just 10% of all road miles in the state. Also, more than one-third of Oregon's cracked and weight-restricted bridges are located on the interstates.”

To test the auditors' recommendations, MCTD conducted an experiment in April, May, and June 2002. During those months, enforcement officers spent half as much time as normal at Ports of Entry and more time at weigh stations on outbound interstate highways and secondary roads.

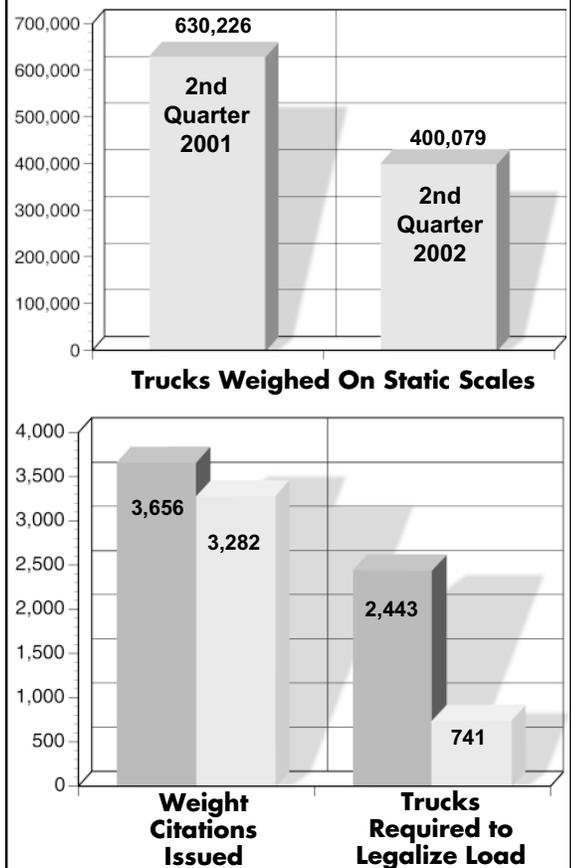
“We're not satisfied with the results of that experiment,” Scrivner said. “Compared with last year, we weighed 37% fewer trucks, required 70% fewer trucks to legalize their load, issued 10% fewer overweight citations, and saw the overall ratio of weight citations issued per truck go down 2%.”

MCTD has now reverted to original strategies, but it's closely watching enforcement activities as part of several outcome-based performance measures. One measure tracks the number of weight citations issued in relation to trucks weighed. The Green Light system plays a key role here, increasing weigh station capacity and acting as a filter preclearing trucks that are operating within size

and weight limits. As a result, more of the remaining trucks that pull in to be weighed on static scales are likely to be overweight.

Oregon Motor Carrier Enforcement Officers have authority to write criminal and traffic citations. In 2001, they issued a total of 16,138 weight citations, 2,279 size citations, and 11,080 citations for safety- and other-related violations. They also issued 23,984 warnings for less-than-critical violations and required 8,799 vehicles to legalize (correct a problem) before proceeding.

Weight enforcement actions, 2nd Quarter 2001 vs. 2002



Oregon weigh station operators tried new enforcement strategies in the 2nd Quarter 2002, spending half as much time at Ports of Entry and more time on secondary roads. As a result, 37% fewer trucks were weighed in the three-month period, 70% fewer trucks were required to legalize their load, and enforcement officers issued 10% fewer weight citations.

Truck marking rules no longer allow old ICC — MC numbers

Motor carriers who had been marking their trucks with a number issued to them long ago by the Interstate Commerce Commission (ICC) are now required to show a U.S. DOT number instead.

Before the U.S. DOT began issuing numbers, interstate for-hire carriers were required to apply for an ICC number. Although the ICC is now defunct, carriers with one of the numbers, which began with the letters "MC," were allowed to continue to display it until July 3, 2002.

Carriers operating in Oregon must display two things on both sides of the power unit: (1) the carrier's legal name, or a single trade name of the business that owns or controls operations, and (2) the carrier's U.S. DOT number.

The U.S. DOT set these vehicle identification rules in July 2000 and they apply to interstate carriers who operate throughout the country. Trucks that were part of a carrier's fleet before July 2000 have until July 2005 to make sure markings on those trucks include the legal name or trade name of the carrier.

The rules apply to intrastate carriers who operate within a state if that state adopts federal motor carrier safety regulations. Oregon, like most other states, re-adopts federal regulations on an annual basis. Oregon has been issuing U.S. DOT numbers to its intrastate carriers since 1998. With all carriers identified by a U.S. DOT number, it's possible to link carriers with safety inspection and accident data in a national databank of information collected around the country.

Letters and numbers placed on the truck must "contrast sharply" with



background colors and be large enough to be seen from a distance of 50 feet during daylight hours when the vehicle is stationary.

MCS-150 form and updates can be sent online to feds

The Federal Motor Carrier Safety Administration (FMCSA) now allows carriers to go online to complete their MCS-150 registration form. This is the form new carriers complete to obtain a U.S. DOT number, and existing carriers complete to provide updates every two years.

Those already registered and holding a U.S. DOT number can also update information online. The FMCSA's Internet site is located here: <http://63.72.112.205/>

Martin Luther King Jr. Viaduct - Portland Detour

The Martin Luther King Jr. Viaduct is now scheduled to be replaced in 2004 at a cost of \$31.2 million, but until then motor carriers traveling southbound on Oregon 99E in Portland will become very familiar with a detour route. Since June, the bridge has been restricted to straight trucks only and a maximum gross weight of 50,000 pounds. All other southbound trucks must use this detour through Portland streets: Go right on SE Mill Street and west to SE 3rd Avenue, go left on SE 3rd Avenue to SE Division Street, then right off SE Division onto SE 8th Avenue. Continue south and turn right on SE Division Place. Go west on SE Division Place and then left to enter the southbound on-ramp to Oregon 99E.

← Detour South Bound Only

MLK Safety Improvement Project Detour Map



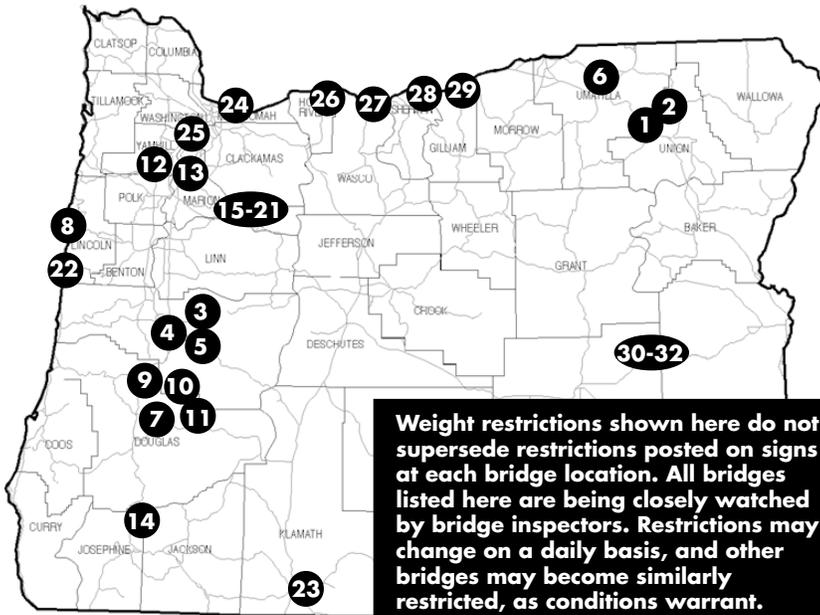
Weight-Restricted Bridges on Major Routes

As of August 1, 2002, bridge inspectors had set weight restrictions on 32 bridges on major routes in Oregon. The latest addition to the list is the Willamette River Bridge, one mile east of I-5 in Springfield on OR126 Business WB, which is now restricted to divisible loads up to 105,500 pounds and non-divisible loads up to 98,000 pounds.

Other recent changes: In June, the 70-year-old bridge over Cook's Chasm on US101, three miles south of Yachats, was replaced with a temporary structure that allows divisible loads up to 105,500 pounds and non-divisible loads up to 98,000 pounds. Also, the bridge at Klamath Falls on

US97 over Green Springs Drive was strengthened to allow non-divisible loads up to 98,000 pounds.

In addition to the 32 restricted bridges on major routes, there are 43 restricted bridges on lesser routes throughout the state. Questions? Contact the ODOT Motor Carrier Transportation Division at 503-373-0000. More information is available on the Web: www.TripCheck.com or at www.odot.state.or.us/comm/newscenter/bridges.htm



Weight restrictions shown here do not supersede restrictions posted on signs at each bridge location. All bridges listed here are being closely watched by bridge inspectors. Restrictions may change on a daily basis, and other bridges may become similarly restricted, as conditions warrant.

RESTRICTED

Divisible Loads:

- Single axle - 20,000 lbs.**
- Tandem axle - 34,000 lbs.**
- Maximum gross weight - 105,500 lbs.**

- 1** Grande Ronde River Bridges
- 2** I-84 EB and WB - MP258.89 west of La Grande
- 3** Willamette River Bridge OR126 Business WB - MP1.34 1 mile east of I-5 in Springfield
- 4** Coast Fork Willamette River Bridge I-5 SB - MP179.99, north of Cottage Grove
- 5** Row River Bridge I-5 SB - MP175.40, north of Cottage Grove
- 6** Umatilla River Bridge I-84 EB - MP188.43, near Umatilla
- 7** Umpqua River Bridge I-5 NB - MP128.92, Roseburg
- 8** Spencer Creek Bridge US101 - MP133.86 10 miles south of Depoe Bay
- 9** Fords Bridge, I-5 SB - MP101.54 2 miles north of Canyonville
- 10** Booth Ranch Bridge, NB I-5 - MP112.57
- 11** Shady Bridge, NB I-5 - MP120.57 between Myrtle Creek and Roseburg
- 12** Willamette River Bridge OR219 - MP23.46, south of Newberg

Non-Divisible Loads:

- Single axle - 21,500 lbs.**
- Tandem axle - 43,000 lbs.**
- Maximum gross weight - 98,000 lbs.**

- 13** Yamhill River Bridge OR18 - MP51.57, near Dayton
- 14** Applegate River Bridge US199 - MP7, southwest of Grants Pass
- 15** **OR22 Bridges, East of Salem**
- 16** Deer Park Rd. Crossing, MP4.03,
- 17** Joseph St. Overcrossing, MP5.44
- 18** Eastbound Beaver Creek, MP8.88
- 19** Whitewater Creek, MP60.80
- 20** Pamela Creek, MP62.78
- 21** Marion Creek, MP66.42
- 22** North Santiam River, MP75.65
- 22** Cook's Chasm Bridge US101 - MP167.51 3 miles south of Yachats
- 23** Klamath Falls, US97, MP275.74, bridge over Green Springs Drive
- 24** Martin Luther King Jr. Viaduct OR99E, Portland

RESTRICTED

- Maximum gross weight - 50,000 lbs.**
- No truck combinations**

RESTRICTED

- Single axle - 20,000 lbs.**
- Tandem axle - 34,000 lbs.**
- Maximum gross weight - 105,500 lbs.**
- 25** Tualatin River Bridge OR99W - MP12.18, Tualatin
- 26** Hood River Bridge, I-84 WB - MP63.41 crossing over the railroad in Hood River
- 27** Sandy River Bridge I-84 WB - MP17.68
- 28** Deschutes River Bridge OR206 - MP 2.92
- 29** OR/WA Biggs Junction Bridge US97, over the Columbia River
- 30** **US20 Bridges**
- 31** North Fork Malheur River, MP190.84
- 31** Gwynn Crossing Bridge, MP195.13
- 32** Sperry Bridge, MP205.58

Truck drivers face disqualification for traffic offenses in cars

As a result of new federal rules, truck drivers can be disqualified from operating a commercial vehicle, and/or have their Commercial Driver License (CDL) suspended, canceled, or revoked, for traffic violations committed while driving a non-commercial vehicle.

Until now, states have maintained separate, commercial and non-commercial driving records. Except for the most serious of offenses, the disqualification of a truck driver could only result from violations occurring in commercial vehicles.

But new rules that take effect September 30, 2002, call for a truck driver's disqualification upon the first conviction of any of the following offenses:

- Any traffic offense conviction that results in a license being canceled, revoked, or suspended, regardless of the type of vehicle driven.
- Any drug or alcohol related traffic offense, regardless of the type of vehicle driven.
- Driving a commercial vehicle with a revoked, suspended, or canceled CDL.
- Driving a commercial vehicle and causing a fatality through negligent or criminal operation.

The new rules further call for disqualification when a driver is convicted two or more times in three years of the following serious traffic violations:

- Speeding, reckless driving, unsafe lane change, or following too closely, regardless of the type of vehicle driven.
- Driving a commercial vehicle without a required CDL.
- Driving a commercial vehicle without a CDL in the driver's possession.
- Driving a commercial vehicle without having met the minimum testing standards for the specific class of vehicle operated or for the type of cargo transported.

This expands existing federal safety regulations, which had listed serious traffic violations to include only speeding, reckless driving, unsafe lane change, and following too closely. Drivers faced disqualification only when convicted of those serious violations when operating commercial vehicles. Now violations in non-commercial vehicles will count against a driver.

Depending on the seriousness of the offense and the number of times convicted, drivers can be disqualified for 60 days, 120 days, 180 days, one year, three years, five years, or even for life (although drivers disqualified for life can seek reinstatement after ten years if they complete a rehabilitation program).

By stiffening the sanctions for traffic offenses, the U.S. Department of Transportation's Federal Motor Carrier Safety Administration hopes to improve drivers' performance and remove unsafe drivers from the road.

The agency is giving Oregon and all other states three years to comply with the new licensing and sanctioning

requirements. States could then only take action on offenses that occur after the effective date of their revised law.

States that don't comply will be prohibited from issuing, renewing, transferring, or upgrading CDLs, and from issuing hardship licenses to truck and bus drivers who lose driving privileges. States that don't comply will also lose federal grant funds available for their Motor Carrier Safety Assistance Program (MCSAP). Oregon, for example, currently receives \$2.4 million in MCSAP funds each year and devotes most of that to truck safety enforcement work performed under contract by State Police and other state law enforcement officers.

About CDLs in Oregon

- A total of 124,585 Oregon drivers have a Commercial Driver License (CDL):

Class A — 86,071 Oregon drivers have a Class A license to operate any vehicle or combination of vehicles. (An endorsement may still be required to operate certain vehicles.)

Class B — 35,211 Oregon drivers have a Class B license to operate any single vehicle weighing 26,001 pounds or more (GVWR), or any such vehicle towing a vehicle under 10,001 pounds (GVWR). (An endorsement may still be required for certain vehicles.)

Class C — 3,303 Oregon drivers have a Class C license to operate vehicles weighing under 26,001 pounds (GVWR) that are (1) designed to transport 16 or more persons, including the driver, if the driver has a passenger endorsement, (2) used to transport hazardous materials in quantities that require placarding, if the driver has a hazardous materials endorsement, (3) owned or leased by, or operated under contract with a mass transit district or a transportation district when the vehicle is used to transport passengers for hire, regardless of the number of passengers, if the driver has a passenger endorsement.

- In 2001, the Oregon DMV administered 1,096 skills tests for Class A licenses, 847 for Class B licenses, and 192 for Class C licenses.
- In 2001, the Oregon DMV posted 142 CDL-only-related suspensions to a CDL license (one or more of those suspensions could have been received by one driver) and it posted 92 CDL-only reinstatements.

Enforcement

2nd Quarter 2002

During the second quarter, April through June 2002, the Motor Carrier Transportation Division finalized 144 civil enforcement actions. The number following each name indicates violations confirmed in the process.

- ** Denotes second complaint within five years.
- *** Denotes third complaint within one year of second.
- Denotes failure to produce safety-related records.

Safety Violations

A total of 104 enforcement actions involved violations related to failure to return a Driver or Equipment Compliance Check Form after an inspection, failure to produce safety-related records, violations discovered during safety compliance reviews at carriers' terminals.

A & Q Distributing, Inc. 18**
 Woodrow L Adams 1
 Brian W Allen 2
 John Alps Trucking 42
 Applejack Trucking, Inc. 24
 Avila Farms Trucking LLC 13
 Barnum Construction 15
 Wayne Barr Trucking 16
 Jennifer D Beatty 1
 Campos Trucking, Inc. 22
 Cascade Construction & Excavation 11**
 Cascade Paving, Inc. 44**
 Cascade Warehouse Co. 13**
 Central Lane Building Supply 10
 Denny Chancler Equipment Co. 7***

M Chappell Trucking & Construction 7
 Collins & Sons Excavating, Inc. 16
 Colvin Transport, Inc. 30
 Roger L Counts 1
 James C Culpepper 1
 Mark D Cumer 1
 Jon C Dailey 2
 Ronald T Davis 2
 Terry L Davis 1
 Decorative Bark Products, Inc. 3**
 Double R Transportation, Inc. (Stayton OR) 11
 Elite Transport, Inc. 10**
 F V A Transport (Frances V Alvarez) 26**
 Vern Garrett 4**
 Gilbertson Transport 28
 Gold Beach Lumber Yard, Inc. 2
 Graven Enterprises, Inc. 20
 Gresham Paving 9**
 Gulick Construction, Inc. 10
 Gunn Logging 17
 H N S, Inc. 39**
 RD Harris Construction Co., Inc. 8
 Dwayne L Haynes 2
 Heaton Transportation Co. 35**
 Hopkins Trucking, Inc. 10•
 Chris L Hostetler 1
 Hubco Excavation, Inc. 28
 J & J Excavation, Inc. 11***
 J & K Transportation (Sandy OR) 14
 J B Insulation Co. 11
 Jefferson State Rock Products, Inc. 7**
 Kurt D Johnson Trucking 21
 Jolly Rock 14
 K & K Custom Land Development, Inc. 5
 KN Equipment Leasing, Inc. 3**
 Kooch Welding & Construction 19
 Kramer Truck Service, Inc. 22
 Jay C Krider 1
 L & S Trucking (Central Point OR) 1
 C L Large, Inc. 10
 Jack J Leitz 1
 Linn Septic Service 7
 Gary Lively Trucking 28
 M & S Trucking (Aurora OR) 11**
 Robert N McClure Enterprises 63**
 Raymond E McCollam 1
 Michael E McGriff 1
 Michael L Means 1
 Gerald W Mitchell 1
 Morris Transfer, Inc. 28***
 F Muhlneckel, Inc. 3**
 Nationsbest Transportation Co., Inc. 86
 Scott O Nelson 2
 Leland D Nielsen Construction 12
 Johnny Lee Noble 3

Loren Obrist Excavating, Inc. 15**
 Oregon Trucking, Inc. (Salem OR) 14
 P & E Distributing Co. 27
 Pacific Mobile Test, Inc. 23
 Pig Iron Leasing, Inc. 26
 Portland Fruit Co., Inc. 7**
 R & J Earthboring 13
 R A W Log 4
 Raz Transportation Co. 18**
 R C & Son's Paving 5**
 Charles O Rhodig, Jr. 3
 Robin Hood Auto Transport 10
 Rock & Road Construction 15
 Rock N Ready Mix, Inc. 19
 Rogue Valley Fuel 31**
 Rose City Trucking Co. 11
 Roxy Ann Rock 6**
 Dennis N Smith 2
 Jeffery A Solesbee 2
 SOR Trucking 4
 Alfred Leroy Spry, dba Phillips Tractors 11
 Stettler Supply Co. 9
 David A Swartz 6**
 T K Farms 2***
 Tidewater Contractors, Inc. 18
 Transtech Carriers 9
 Tualatin Valley Builders Supply, Inc. 4**
 Roger W. Turpin 1
 Joe M Wadsworth 16
 J & W Walker Farms, Inc. 5
 James Steven Walker 11
 Alfred Patrick Weigel 1
 Willamette Masonry, Inc. 6**
 Wood Products Transport, Inc. 11**

Other Violations

A total of 40 enforcement actions involved violations related to operating without valid registration credentials, operating without a required size or weight variance permit, or operating over size and/or weight limits.

A Above All Delivery & Moving Service 5
 A+ Always Moving, Inc. 3***
 Aloha Produce, Inc. 1
 American Relocation Managers, Inc. 1**
 Asphalt Maintenance Group 16
 ATS Specialized, Inc. 2
 Babcock Trucking, Inc. 46
 C Trucking (Warden WA) 2
 Clackamas Barkdust, Inc. 13
 Ken Clark & Son 3**
 D B Trucking, Inc. (Gladstone OR) 2
 Jerry Dawson Trucking, Inc. 12
 Emmert International 14
 C R England Inc. 5***
 C Garza (Connell WA) 7**
 Mario Garza Trucking 3**

J D Enterprises (E Wenatchee WA) 2
 J A Jack & Sons Inc. 9
 Kerr Contractors, Inc. 14
 Leonardo Truck Lines, Inc. 1
 LLI 1
 Lundberg Transport LLC 9
 Mayfield Industries 2**
 Metro Moving 1**
 Navajo Express, Inc. 1
 Norwest Express, Inc. 2
 Novco, Inc. 2
 N & K Pickle Trucking Inc. 3
 Quality Excavation Systems, Inc. 5
 RCA Intermodal 6
 Rancho Del Sol 1
 S D S Trucking, Inc. (Brush Prairie WA) 19
 Schill Bros. Paving & Sealing, Inc. 18
 Schrams Excavating LLC 5
 Sondar Trucking LLC 15
 Staley, Wesley Marvin 4
 Taylor Transport, Inc. (Vancouver WA) 23
 Taylor Trucking LLC (Vancouver WA) 157
 V T Enterprises 3

Other Enforcement

Following is a summary of enforcement by Motor Carrier Enforcement Officers at weigh stations in the 2nd Quarter 2002:

Warnings Issued
5,545

Weight-Related Citations
3,282

Size-Related Citations
573

Trucks Required to "Legalize" (Correct Size and/or Weight)
741

Other Citations Issued
1,120

Citations for Operating Without OR Weight Receipt and Tax Identifier
1,782

Totals do not include enforcement by State Police or city and county officers.

The Motor Carrier News is a quarterly publication of the Oregon Department of Transportation Motor Carrier Transportation Division 550 Capitol Street NE Salem OR 97301-2530

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MOTOR CARRIER NEWS

Quarterly Newsletter of the
Oregon Department of Transportation
Motor Carrier Transportation Division

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Oregon closes two field registration offices 1

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Registration and tax credentials renewal underway .. 2

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Auditors study weight enforcement strategies 3

Auditors from the Oregon Secretary of State's office recently recommended a shift in enforcement from Interstate highways to secondary roads.

Oregon Bridge Restrictions 5

The list of weight-restricted bridges on major routes in Oregon has grown as bridge inspectors continue to find weaknesses in spans located on major routes.

Truck driver disqualification rules change 6

Under new federal rules, truck drivers can be disqualified from operating a commercial vehicle, and/or have their CDL suspended, canceled, or revoked, for traffic violations committed while driving a non-commercial vehicle.
